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TECHNICAL MEMORANDUM

Project: Fremont Parking Study

Subject: Summary Report

Date: March 31, 2005

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This report about parking conditions in the Fremont Business District, is based on an on-street parking survey performed in December 2004. The purpose of the parking study was to document parking utilization by block face and type of restriction, and to determine rates of utilization, turnover, and compliance. The data and analysis were intended to determine if the Fremont Business District would benefit from the installation of parking meters or other parking management techniques.

Many perceive that parking in Fremont is currently difficult to find because of the high utilization and low turnover of on-street parking. Some parking in the central business core has signed time limits, which increases turnover and makes more parking available for customers and visitors. In the evening, there is entertainment and restaurant activity using parking for two to three hours. West of the core retail area there are businesses that have historically used on-street parking for employees. Residents, particularly those who live in the area located east of Fremont Avenue, use on-street parking along N 35th Street and N 34th Street for personal use, mid-day convenience and visitor parking.

1. Study Methodology

All data collection and analysis was performed by Heffron Transportation, Inc. Parking data were collected on Tuesday December 16, Thursday December 18, Wednesday December 22, and Saturday December 20, 2005. The three weekday survey days allowed the study area to be divided into sections, and each section was surveyed on only one of the weekdays. A smaller area, focusing on the retail core, was surveyed entirely on one Saturday. The data were purposely collected during the peak Christmas season to capture peak retail shopping periods.

Parking activity was recorded at 30-minute intervals from 7:00 A.M. to 10:00 P.M. on weekdays, and from 9:00 A.M. to 10:00 P.M. on Saturday. The streets inventoried are shown on Figure 1. The study area was roughly bounded by N 34th Street at the south end to N 36th Street at the north end and from Phinney Avenue N at the west end to Aurora Avenue N at the east edge. The study area included 27 block faces (one-side of the street between two cross streets.)

The first three letters or numbers of the vehicle license plate were manually recorded during each 30-minute interval. This technique provided block specific and area-wide utilization data in ½-hour increments as well as turnover within ½-hour time periods. Vacant spaces were noted in the manual count. All on-street parking spaces were counted and included: unrestricted spaces (where all day parking is allowed), two-hour parking, one-hour parking, 30-minute load/unload, 3-minute

FREMONT PARKING STUDY

Figure 1
PARKING RESTRICTION AND
NUMBER OF PARKING SPACES

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load/unload, disabled parking, and "squeeze" parking where users essentially established extra parking spaces.

Parking utilization was determined from the actual number of vehicles parked divided by the parking supply. The data collection methodology enables the calculation of utilization by block face, by restriction type, by sub-area or street and for the entire study area.

Parking duration was calculated by counting the ½-hour time periods occupied by a vehicle. For each block face and restriction type, the number of vehicles parked by duration was then summarized in histograms.

Average parking duration was calculated from the total amount of time there was a vehicle present in a parking space divided by the number of parked cars during the inventory period. This rate reflects the average time that each vehicle parked for each type of parking restriction. For example, for the two-hour parking on the south side of N 34th Street, the average duration was 1 hour, 45 minutes per vehicle showing that this block face has good turnover and average duration was less than the two-hour restriction. Long average parking durations indicate low turnover.

The data also show the number of vehicles out of compliance with the restriction type. Parking restrictions are in place from 9:00 A.M. to 6:00 P.M. and so vehicles were counted as out of compliance if they parked longer than the parking limit for that block face during the hours when the restrictions are in place**.**

2. Parking Space Inventory

The data collection effort provided a complete inventory of parking spaces by number and restriction type for the Fremont Business District. In total, there are 425 legal parking spaces in the study area. The allocation of these spaces by type and location are shown in Table 1. These are also shown on Figure 1.

Table 1. Parking Inventory

Street	30-Minute	One-Hour	Two-Hour	Unrestricted	Total	% of Total
Evanston Ave N	6	6	19	5	36	9%
Fremont Place N	1	8	0	0	9	2%
Fremont Ave N	8	7	9	23	47	11%
N 34th Street	12	25	42	22	101	24%
N 35th Street	12	5	32	117	166	39%
N 36th Street	9	9	25	24	67	15%
Study Area Total	48	60	127	191	426	100%
Percent of Total	11%	14%	30%	45%	100%	

The quantity of unrestricted spaces should be carefully considered when reviewing average utilization and duration data for all parking spaces. This is because the unrestricted spaces account for 45% of all spaces, and have both higher utilization and higher duration rates than other types of parking, which will skew all averages higher for these two factors. The data, when analyzed by block face and

restriction type, will indicate if the parking restriction is working well, if the parking restriction if highly utilized or underutilized, and if motorists are complying with the time limits.

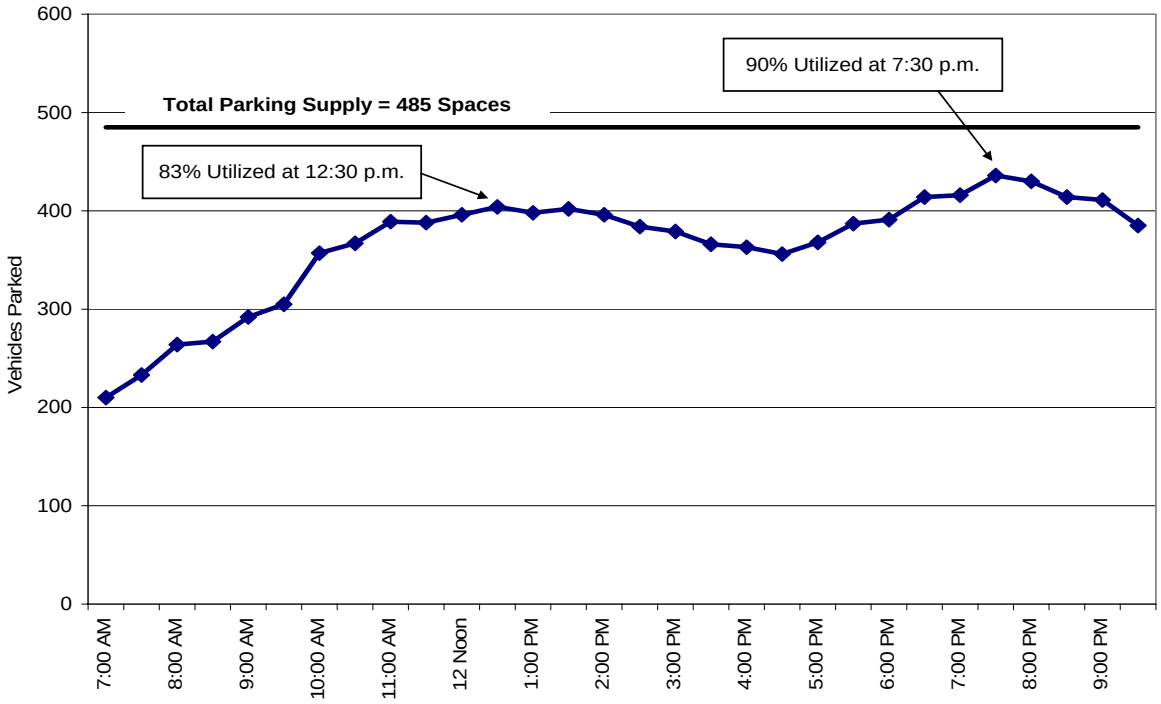
3. Utilization

Two factors for utilization were determined for this study. One is the peak utilization for all spaces. This peak utilization was determined as the total number of vehicles parked in the study area during each 30-minute interval divided by the total number of spaces. The other is the average utilization for the entire day. This factor was determined by the total number of the available time slots that were occupied during the course of the day. For example, during the course of the weekday survey, each parking space was surveyed 18 times between 7:00 A.M. and 10:00 P.M. If a vehicle occupied the space for nine of the 18 time slots, then the parking space was 50% utilized on average. This concept was expanded to reflect the total number of time slots on each block face or type of parking that were occupied during the course of the day.

Figures 2 and 3 show the parking utilization by time of day for a weekday and Saturday, respectively. These figures include all vehicles parked within the study area, independent of restriction type. For the weekday condition, the total number of parking spaces in the study area was 425. For the Saturday condition, a smaller study area was surveyed and included a total of 317 parking spaces.

The weekday parking utilization chart (Figure 2) shows that parking utilization increased steadily from 7:00 A.M. to about noon, and then stayed steady until about 2:00 P.M. The midday peak utilization of 83% occurred at 12:30 P.M. and coincides with lunch time. The peak utilization for the entire day was 90% and occurred at 7:30 P.M., which coincides with peak evening restaurant activity.

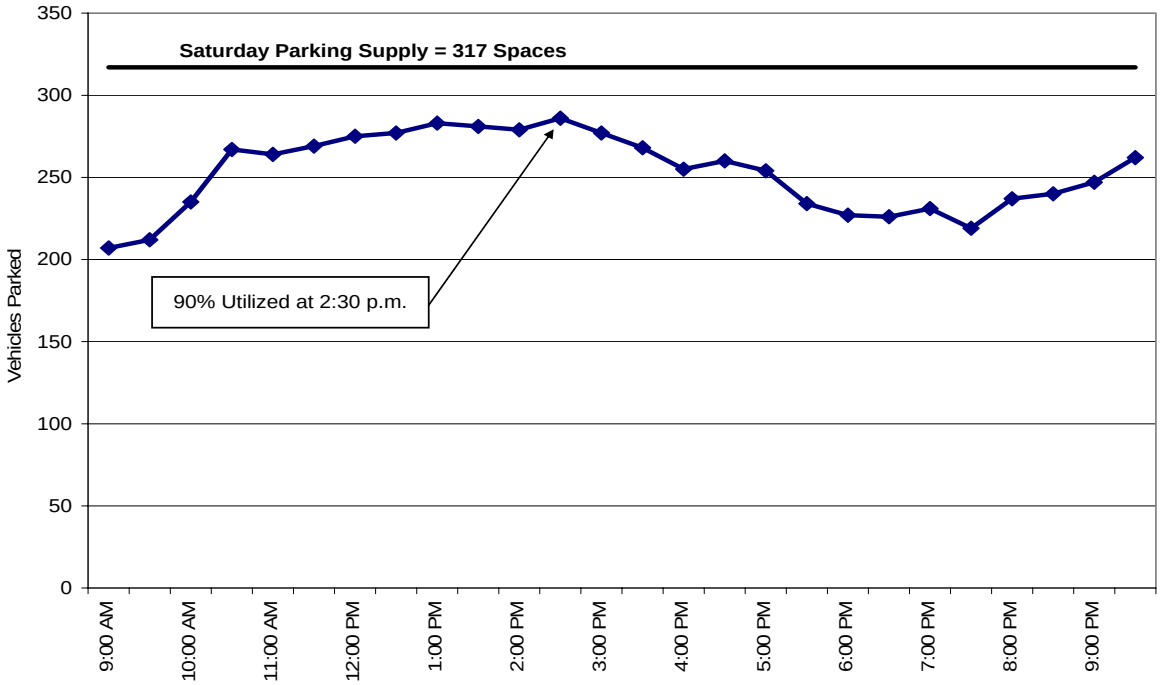
Figure 2. Parking Utilization by Time of Day - Weekday



Source: Heffron Transportation, Inc., December 2004.

The Saturday parking utilization chart (Figure 3) shows that parking demand sharply increases at about 10:00 A.M. when retail stores open and then stays relatively high until after about 3:00 P.M. The peak Saturday parking utilization was 90% and occurred at 2:30 P.M.

Figure 3. Parking Utilization by Time of Day - Saturday



Source: Heffron Transportation, Inc., December 2004.

The practical capacity for parking is defined at 85% utilization. It is important to provide a "cushion" in excess of necessary parking spaces to allow for the dynamics of vehicles parking (i.e., moving in and out of parking spaces). When occupancy exceeds the practical capacity, drivers will experience delays and frustration while searching for a parking space, as well as contribute to area traffic congestion while circling the block looking for parking. Practical capacity is used to determine the adequacy of a parking system. The City of Seattle considers utilizations above about 80% to be the threshold where additional parking management techniques should be considered.

Weekday parking utilization exceeded 85% for most of the evening between 6:30 and 9:30 P.M. Saturday parking utilization exceeded 85% from about 11:00 A.M. to 4:30 P.M. A summary of the average utilization (for the entire day) and compliance by parking restriction type is presented in Table 2. The weekday utilization by block face and type of parking is shown on Figure 4.

Source: Heffron Transportation, Inc.
Data Collected: Tuesday, Dec 16, 2005
Thursday, Dec 18, 2005
Wednesday Dec 22, 2005

FREMONT PARKING STUDY

Figure 4
AVERAGE PARKING UTILIZATION - WEEKDAY
(% of All Parking Spaces Utilized)

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Table 2. Utilization and Time-limit Compliance by Type of Parking - Weekday

	30-Minute	One-Hour	Two-Hour	Unrestricted
Total Spaces	48	60	121	196
Percent of Spaces	11%	14%	28%	46%
Average Utilization [a]	50%	81%	79%	88%
Compliance with Time Limit [b]	69%	88%	87%	n/a

a Percent of spaces occupied during the course of the day.

b Percent of vehicles that parked within the signed time limits.

4. Parking Turnover

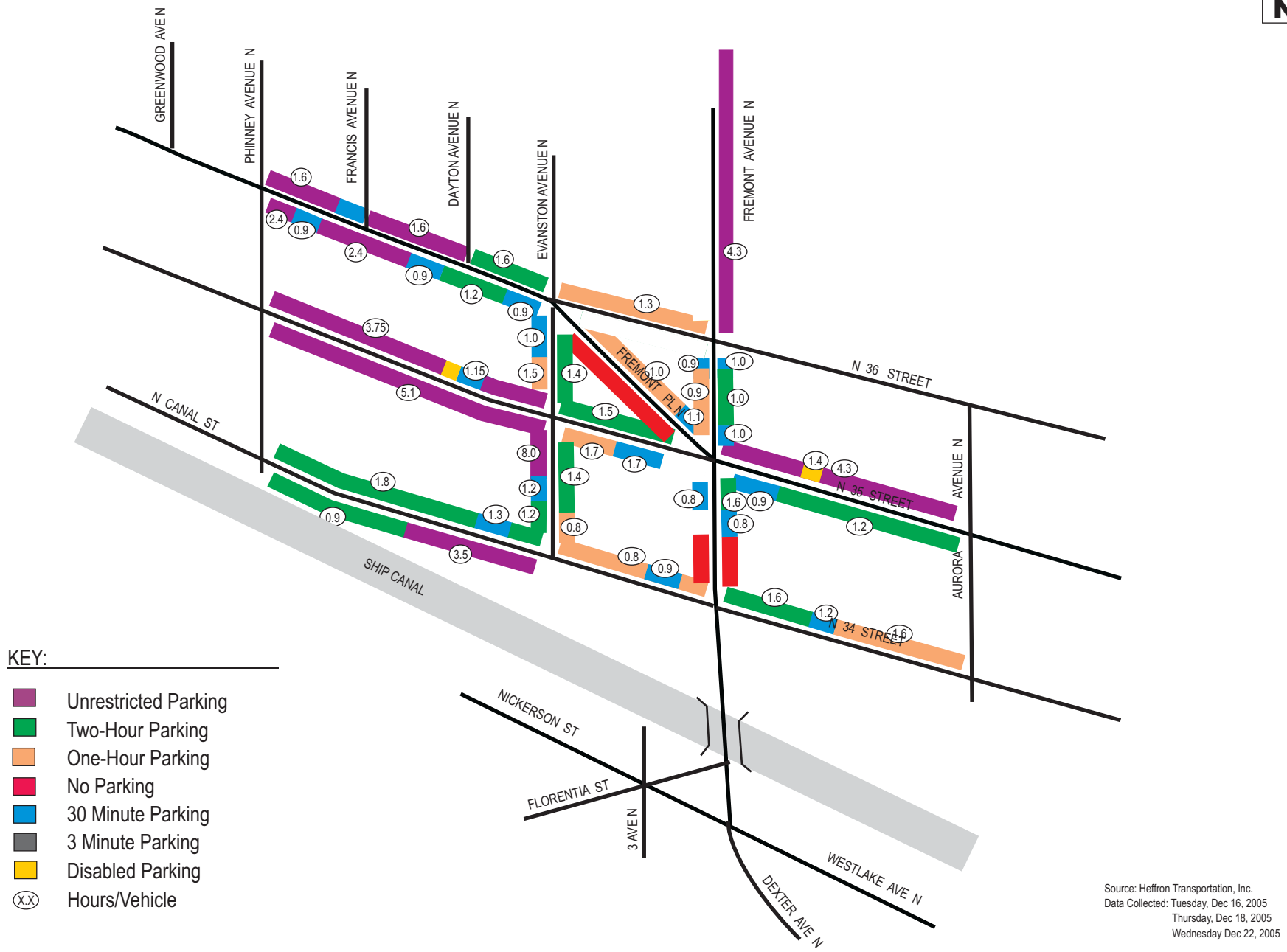
Parking turnover is a measure of the number of vehicles that can park in a single parking space. It is a function of parking duration. High turnover rates occur when vehicles park for a short amount of time and many vehicles can be parked in a single space over the course of the day. Low turnover rates occur when vehicles park for long periods of time and few vehicles park in a single space during the day. Most retail, restaurant and service businesses require high turnover rates for on-street parking.

Many parking spaces in Fremont have signed time limits, which are intended to increase parking turnover. However, the turnover rate decreases when drivers stay beyond the time limit. The parking survey data were used to determine the number of vehicles that were in "compliance" with the signed time limits. The following sections describe both the parking duration and compliance rates for various types of parking restrictions in Fremont. Because of the complexity of this analysis, it was only performed for weekday conditions. Figures 5 and 6 show the parking duration and compliance rates by block face and type of parking for the weekday condition, respectively.

4.1. 30-Minutes Parking Zones

There are 48, thirty-minute parking spaces in the study area. The spaces are concentrated in the central commercial area. Average utilization of the 30-minute parking zones was 50%. This is a low utilization relative to the other restriction types. Compliance was 69%, also the lowest of the restriction types. Low compliance represents a lack of enforcement and indicates that there is less demand for 30-minute parking zones and greater demand for longer parking periods. The average duration for each block face with-30 minute parking spaces ranged from approximately 52 minutes to 1 hour, 43 minutes, over triple the posted time limit.

The number of vehicles that park for various amounts of time (duration) reveals a lot about parking characteristics within each restriction type. Parking duration for two typical block faces with 30-minute parking spaces are presented below for example. On Evanston Avenue N, between N 35th Street and N 36th Street, there are four 30-minute spaces on the west side. Figure 7 shows the distribution of the parked cars by duration. Utilization for these spaces was 44% with a 71% compliance rate. The average parking duration was approximately 57 minutes per car. Of the 28 parked cars in the four 30-minute spaces, 16 parked for ½ hour, seven for up to one hour and seven for longer than one hour. Four of the cars parking longer that ½ hour were after 6:00 P.M. when the restriction is no longer in effect.



Source: Heffron Transportation, Inc.
Data Collected: Tuesday, Dec 16, 2005
Thursday, Dec 18, 2005
Wednesday Dec 22, 2005

FREMONT PARKING STUDY

Figure 5
AVERAGE PARKING DURATION - WEEKDAY
(Length of Stay in Hours per Vehicle)

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Figure 6
PARKING COMPLIANCE - WEEKDAY
(% of Vehicles in Compliance with Posted Restrictions)

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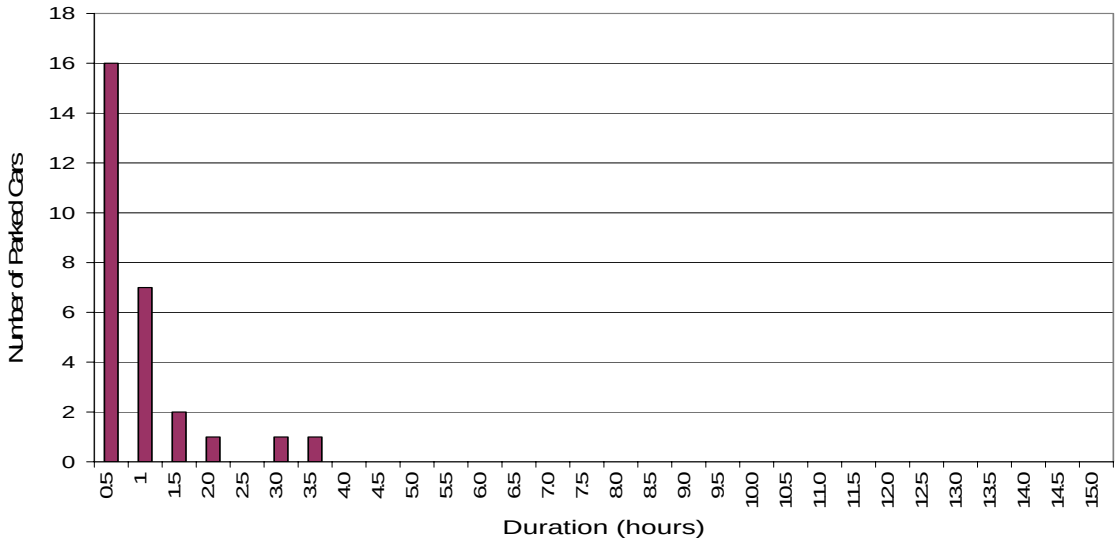
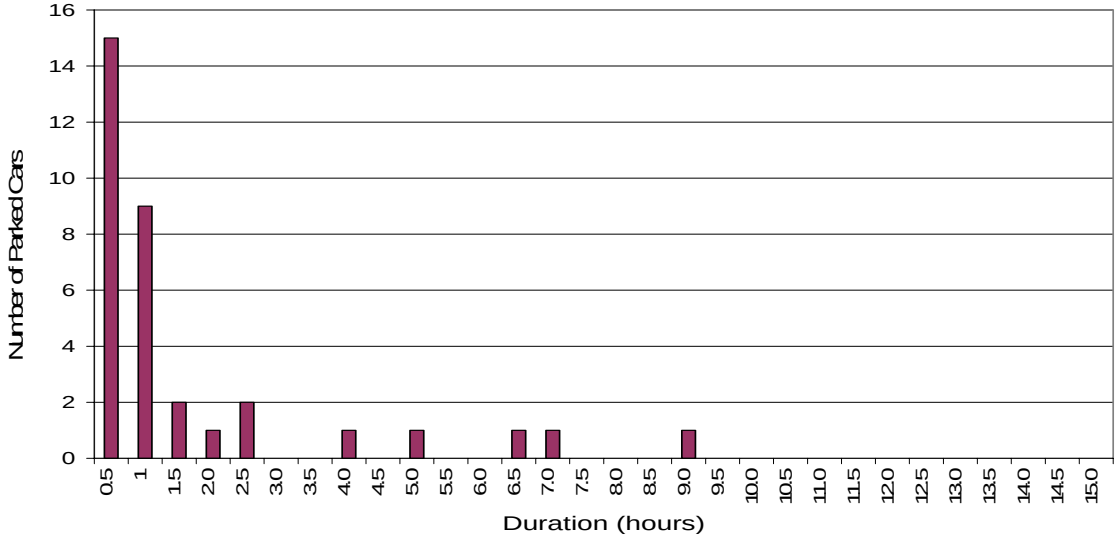
Figure 7. Parking Duration for 30-minute Parking Spaces on Evanston Avenue N [a]



a. *Parking spaces on the west side of Evanston Avenue N between N 35th Street and N 36th Street. Duration weekday in December 2005.*

The second example is on N 35th Street between Evanston Avenue N and Fremont Ave N, and is shown on Figure 8. There are five 30-mintues parking spaces on the south side. Utilization for these spaces was 77% with a 76% compliance rate. The average parking duration was approximately one hour, 42 minutes. Both of these charts show that the 30-minute parking spaces are not working as intended.

Figure 8. Parking Duration for 30-minute Parking Spaces on N 35th Street [a]



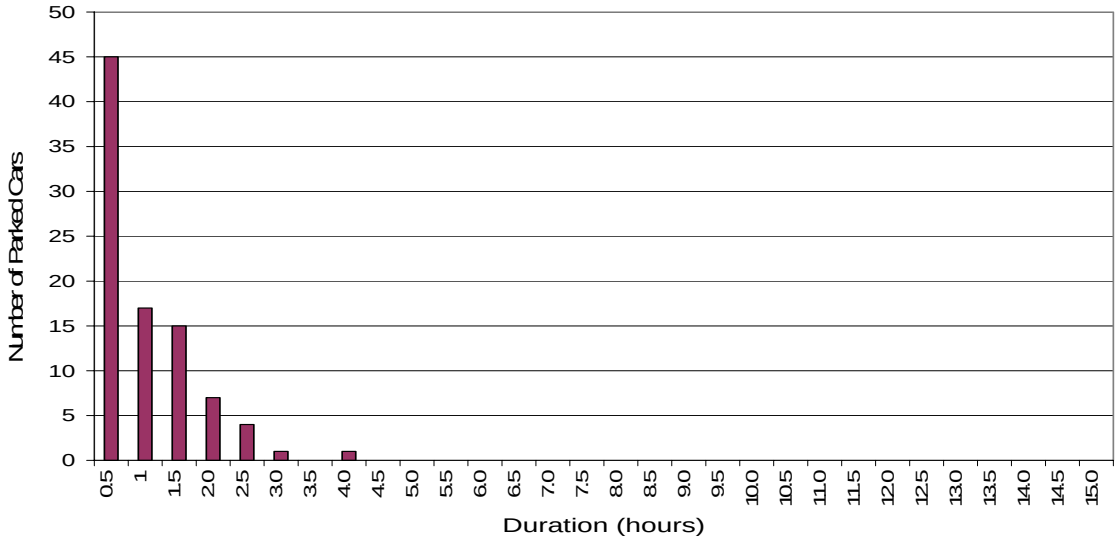
a. *Parking spaces on the south side of N 35th Street between Evanston Avenue N and Fremont Place N Duration weekday in December 2005.*

4.2. One Hour Parking Zones

There are 60 one-hour parking spaces in the study area, or 14% of the supply. Average utilization of the one hour zones was 81%. The compliance rate was 88%. The utilization is slightly below the practical capacity of 85%. The compliance rate is adequately high, indicating that the one hour zones are working well.

Two typical examples of parking quantity by duration for one-hour spaces are shown below. Figure 9 shows the parking duration on Fremont Place N, where there are eight one-hour parking spaces on the north side. This block face was 78% utilized, with an 84% compliance rate. The histogram shows that for one day of parking activity, from 7:00 A.M. to 10:00 P.M. , there were 90 parked cars. Of these, 45 parked for ½ -hour or less, and 62 parked for one hour. Of the remaining vehicles, those that parked for more than one hour, 14 were parked before 9:00 A.M. or after 6:00 P.M. when the time restrictions are not in effect.

Figure 9. Parking Duration for One-Hour Parking Spaces on Fremont Place N [a]



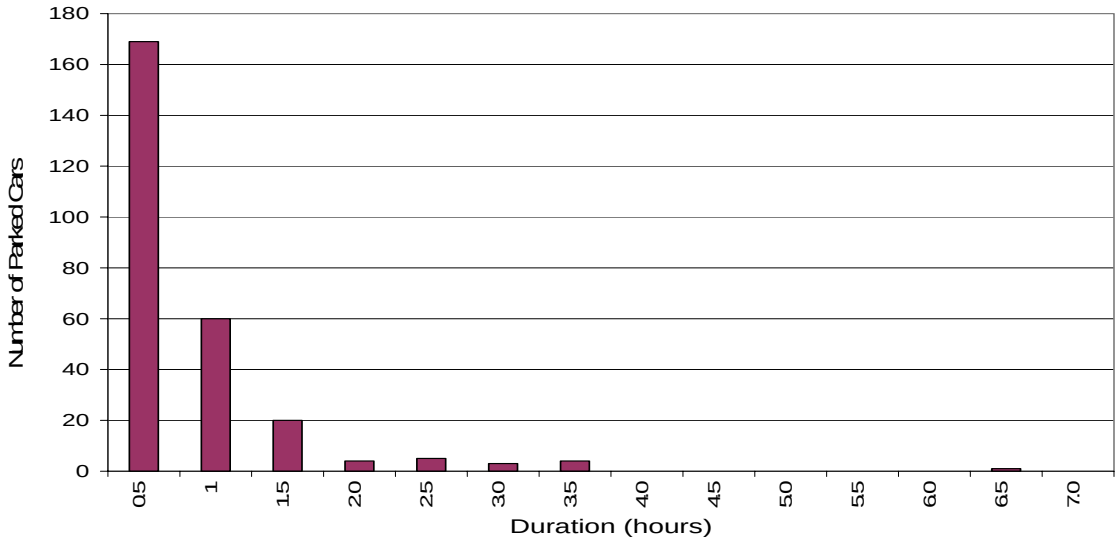
a. *Parking spaces on the north side of Fremont Place N between Evanston Avenue N and Fremont Avenue N. Duration weekday in December 2005.*

It is also revealing to look at the number of parked cars in the ½ hour following the time restriction. In this example, the ½ hour following one hour of parking are 15 vehicles parking for 1-½ hours. Drivers simply know that with low enforcement, staying over the time period is likely not to result in a parking ticket. The average duration of all these parked cars was 1.03 hours, further indicating that the one-hour limit works well in Fremont.

A second example of one-hour parking is shown on Figure 10 for the north side of N 34th Street between Evanston Avenue N and Fremont Avenue N. On this block face there are 17 one-hour spaces. The average utilization was 87%. The compliance rate was 92%. A total of 266 cars parked on the day of data collection. The histogram shows that there were 169 cars that parked for ½ hour, 229 cars that parked for up to one hour, and 20 cars that parked for 1- ½ hour. Of those cars that were

over the time limit, 17 were parked before 9:00 A.M. or after 6:00 P.M. The average duration was 0.84 hours per car showing that turnover is good and the one-hour spaces in Fremont are working well.

Figure 10. Parking Duration for One-Hour Parking Spaces on N 34th Street [a]



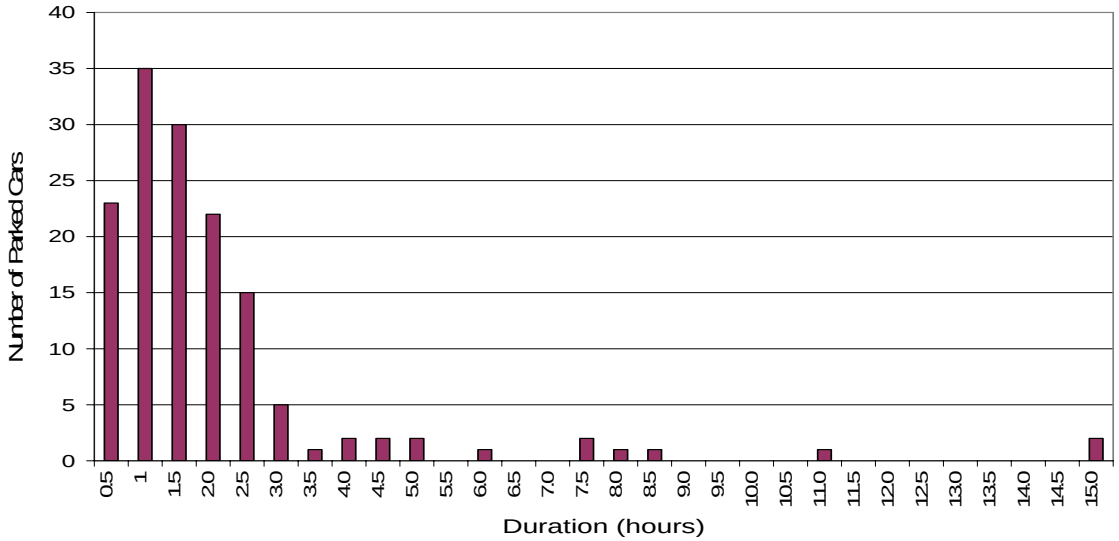
a. *Parking spaces on the north side of N 34th Street between Evanston Avenue N and Fremont Avenue N. Duration weekday in December 2005.*

4.3. Two Hour Parking Zones

There are 121 two-hour parking spaces in the study area, or 28% of the supply. Average utilization of the two hour spaces was 79%. The compliance rate was 87%. Utilization of the two-hour spaces was just under the practical capacity of 85%, indicating that there is an adequate supply of two hour spaces, although drivers looking for a space are likely experiencing frustration finding a parking space. The compliance rate was relatively high, at 87%, indicating that the two hour spaces are working well.

Two typical examples of parking quantity by duration are shown below. Figure 11 shows the parking duration for the north side of N 34th Street between Phinney Avenue N and Evanston Avenue N. This block has 22 two-hour spaces. The average utilization of these spaces was 81%. The compliance rate was 93%. A total of 144 cars parked on the day of data collection. The histogram shows that there were 110 cars that parked for two hours or less. There were an additional 15 cars parked in the next ½ hour after the two hour limit was up, which is of limited significance since the compliance rate was relatively high at 93%.A total of 11 cars that were over the time limit were parked before 9:00 A.M. or after 6:00 P.M. when the time limits are not in effect. The average duration was approximately 1 hour, 50 minutes per car showing that turnover is good and the two-hour spaces are working well.

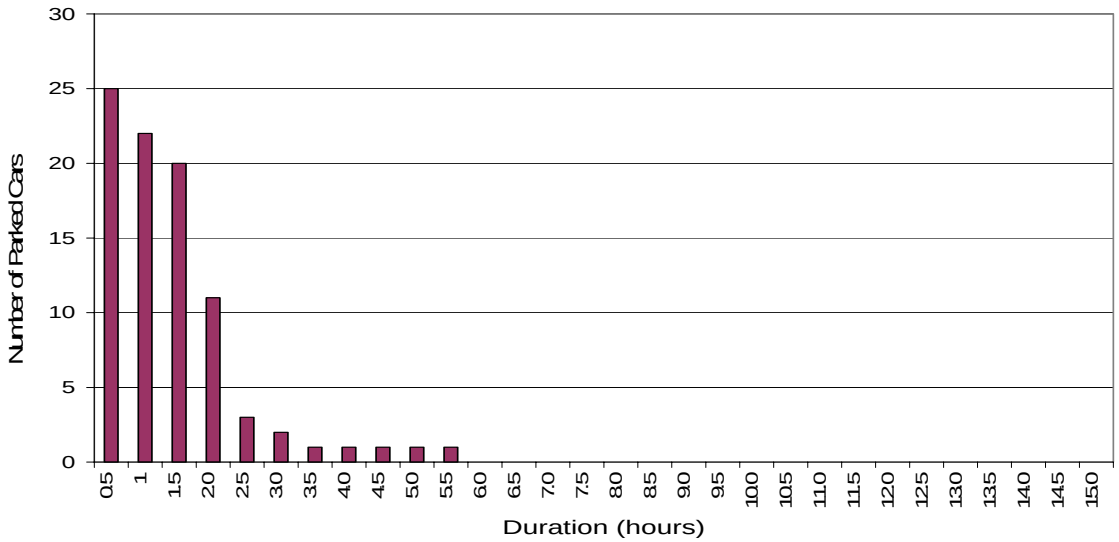
Figure 11. Parking Duration for Two-Hour Parking Spaces on N 34th Street [a]



a. *Parking spaces on the north side of N 34th Street between Evanston Avenue N and Phinney Avenue N. Duration weekday in December 2005.*

A second example of two hour spaces is on the east side of Evanston Avenue N between N 35th Street and N 36th Street. Parking durations for this block are shown on Figure 12. The average utilization was 91% and the compliance rate was also 91%. A total of 88 cars parked on the day of data collection. This chart shows that 78 cars parked for two hours or less. There were 3 additional cars parked in the ½ hour following two hours. Two of the cars with longer durations parked after 6:00 P.M. when the time limits were not in effect. The average duration was 1 hour, 23 minutes, which is below the two-hour time limit.

Figure 12. Parking Duration for Two-Hour Parking Spaces on Evanston Avenue N [a]



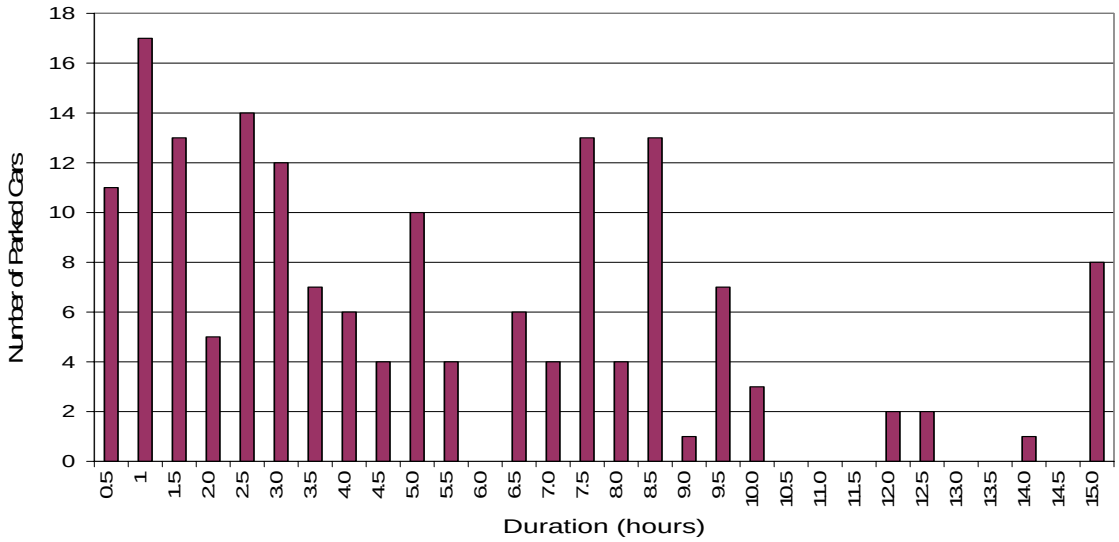
a. *Parking spaces on the east side of Evanston Avenue N between N 35th Street and N 36th Street. Duration weekday in December 2005.*

4.4. Unrestricted Parking Spaces

There are 196 unrestricted parking spaces in the Fremont study area, or 46% of the supply. Average utilization of these parking spaces is 88%, the highest of all the parking restriction types. The utilization is over the practical capacity of 85% and indicates that regular all day parking activity is likely serving local daily users familiar with the parking supply.

Two typical examples of parking quantity by duration are shown below. Figure 13 shows the parking duration for the south side of N 35th Street between Evanston and Phinney Avenue. Many vehicles on this street were parked from 7:00 A.M. to 2:30 P.M. This long-term parking activity reflects the work hours of local light industrial uses such as Asko Processing, Inc. As shown previously on the peak parking utilization charts, overall parking demand in Fremont decreases in the mid-afternoon, which coincides with this end to the long-term employee parking need. On the south side of this block, there are a total of 62 unrestricted parking spaces. During the weekday survey, a total of 167 vehicles parked in these spaces, of which 58 vehicles stayed for more than seven hours.

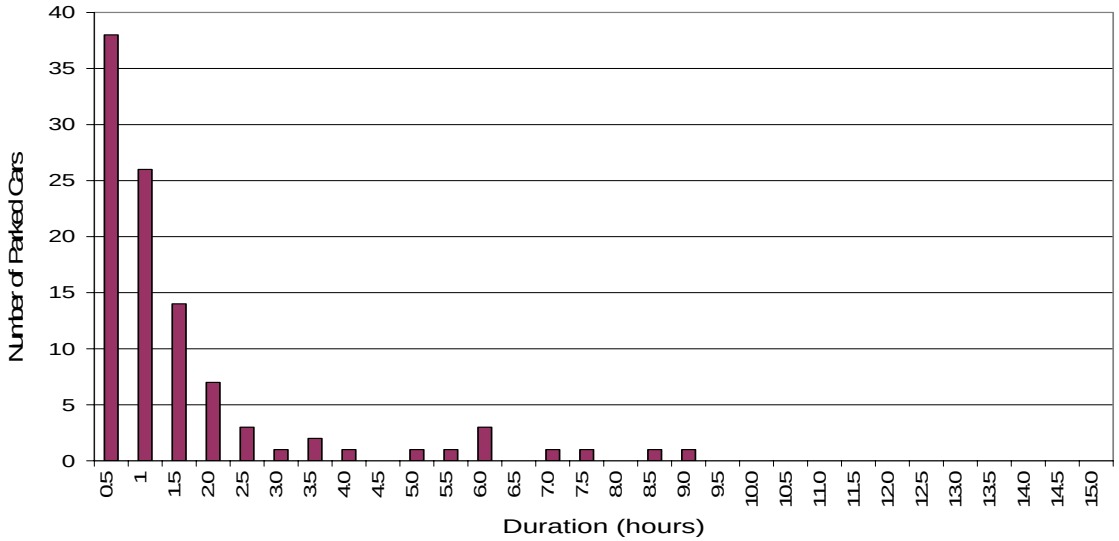
Figure 13. Parking Duration for Unrestricted Parking Spaces on N 35th Street [a]



a. Parking spaces on the south side of N 35th Street between Evanston Avenue N and Phinney Avenue N. Duration weekday in December 2005.

A somewhat different example of unrestricted parking is on N 36th Street between Phinney Avenue N and Evanston Avenue N, which is shown on Figure 14. There are 18 unrestricted parking spaces on the north side of this block. The average utilization was 59%. The histogram shows that of the 101 parked cars on the day of data collection, 85 cars parked for two hours or less. The average duration was approximately one hour, 36 minutes. The block face appears to be a good candidate for two hour parking.

Figure 14. Parking Duration for Unrestricted Parking Spaces on N 36th Street [a]



a. *Parking spaces on the north side of N 36th Street between Dayton Avenue N and Phinney Avenue N. Duration weekday in December 2005.*

5. Summary of Parking Study Results

Parking data were collected on a weekday and Saturday in mid-December 2004. Parking activity was surveyed by recording license plate numbers by stall at 30-minute intervals from 7:00 A.M. to 10:00 P.M. on weekdays and from 9:00 A.M. to 10:00 P.M. on Saturday. Empty stalls were also recorded. The data collection provided information on utilization, compliance by parking restriction type, and average parking duration. The study area was roughly bounded by N 34th Street at the south end to N 36th Street at the north end and from Phinney Avenue N at the west end to Aurora Avenue N at the east edge. The study area included 27 block faces (one-side of the street between two cross streets.) Data collection occurred in a larger area, but the analysis focused on this central retail core area. Key findings of the study are summarized below:

- The "core area" of Fremont (the area bounded by Phinney Avenue on the west, N 36th Street on the north, Aurora Avenue on the east, and N 34th Street on the south) has 425 on-street parking stalls. About 45% of all stalls are unrestricted. The other stalls have a combination of signed parking restrictions including 30-minute load/unload, one-hour, and two-hour parking. There are a few disabled parking spaces and 3-minute passenger load/unload spaces.

- Weekday parking utilization increased steadily from 7:00 A.M. to about noon, and then stayed steady until about 2:00 P.M. The midday peak utilization of 83% occurred at 12:30 P.M. and coincides with lunch time. The peak utilization for the entire day was 90% and occurred at 7:30 P.M., which coincides with peak evening restaurant activity.

- On Saturday, high utilizations begin at about 10:30 A.M. on Saturday reaching about 85% and then stays relatively high until after about 3:00 P.M. The peak Saturday parking utilization was 90% and occurred at 2:30 P.M.

- The practical capacity for on-street parking occurs at utilization rates of about 85%. Weekday parking utilization exceeded 85% for most of the evening between 6:30 and 9:30 P.M. Saturday parking utilization exceeded 85% from about 11:00 A.M. to 4:30 P.M.

- Parking turnover in the one-hour and two-hour signed parking stalls is relatively high. Average utilization of the one-hour spaces was 81%. The compliance rate (number of vehicles that parked within the signed time limit) was 88%. The compliance rate is relatively high, indicating that the one hour zones are working well. The average duration by block face for one-hour spaces ranges from about 47 minutes to 1-hour, 42 minutes.

  For two-hour parking stalls, the average utilization was 79%, and the compliance rate was 87%. The average length of stay in the two-hour spaces range from 1 hour to 1 hour, 50 minutes depending on the block face. The high compliance rate and parking duration close to the signed parking limits shows that the one-hour and two-hour spaces in Fremont are working well

- The 30-minute stalls in Fremont are underutilized at 50%. Compliance was 69%, the lowest compliance of the signed parking-restriction types. Low compliance combined with low utilization indicates that there is less demand for 30-minute parking spaces and greater demand for longer-parking periods. It is also an indication of lack of enforcement. The average duration for parked cars within the 30-minute parking spaces ranges from 52 minutes to 1 hour, 43 minutes.

- The unrestricted parking stalls, which account for 46% of the on-street parking stalls in the core area, are well utilized at an average of 88%. The average parking duration in these stalls was about 4 hours per car.

- For each of the parking zones, the number of parked cars in the ½ hour following the time restriction were relatively significant. What this means is that with meters and/or added enforcement, the available one-hour and two-hour spaces available over a day, can be increased by encouraging a slightly shorter parking duration.

6. Parking Improvement Options

Parking utilization in Fremont has reached the level where new parking management techniques are needed. A high percentage of on-street parking in Fremont is still unrestricted, which may support employee-parking needs, but does not serve retail and restaurant customer needs. When easy-to-find parking is not available, or even if there is a perception that parking is difficult, Fremont may lose the discretionary trips associated with retail and restaurant customers who will go elsewhere to shop and eat. Employee trips to Fremont, however, are not discretionary. Those trips will be made to Fremont no matter how difficult it is to park.

Analysis of the parking data supports community claims that the existing parking supply is highly utilized and that drivers experience frustration finding parking spaces. However, the utilization varies by restriction type, with the one-hour and two-hour spaces at approximately 85% capacity, or the practical capacity. Unrestricted spaces are more highly utilized, and 30-minute spaces are underutilized. The one-hour and two-hour parking time limits work well for the business district and generate turnover, but the data also show that the area could benefit from an additional supply of one-hour and two-hour spaces, and reduction of the all-day unrestricted parking.

The status of parking supply, parking restrictions, parking demand, and perceived parking need in Fremont shows that there is likely an imbalance in the type of parking in the study area. On average, the data show that the area is nearing the utilization rates where parking meters my increase turnover. The City installs parking meters and pay stations in business districts to ensure adequate turnover of parking spaces for business customers. Turnover at time-restricted parking spaces is generally lower than for metered parking spaces because they are more difficult to enforce. A parking enforcement officer (PEO) must pass by time-restricted spaces at least twice before a ticket can be issued. With metered spaces, a PEO can determine that a vehicle is in violation with just one pass. Therefore, motorists are less likely to risk staying over the time limit. Although most vehicles in Fremont are in compliance with the existing time-limits, eliminating overtime parking would free-up one additional time slot each day for every parking space. When multiplied by the number of parking spaces in Fremont, increased turnover in just the existing time-limited spaces could increase the number of parked vehicles by approximately 200 per day.

It is recognized that there are some businesses in Fremont (e.g., Asko Processing) that were built without on-site parking. These businesses rely on the on-street parking to serve their employee needs. There are many off-site parking lots in Fremont with very low daily parking rates (e.g., $3.00 per day or less) that could serve employee parking needs.

The following presents a list of parking improvement options that could be implemented in phases or all at once to address existing parking problems in Fremont. These are listed in priority order.

1. **Eliminate unrestricted parking in the core area.** Unrestricted parking spaces in the core area of Fremont should be eliminated. In the short-term, signed parking restrictions should replace unrestricted parking spaces. In the long-term, metered parking may be needed to increase turnover, and thus, the availability of parking for short-term customers to Fremont. The following are the suggested changes:

    a. South side of N 34th Street between Evanston Avenue N and Phinney Avenue N – Convert existing unrestricted spaces to two-hour time-restricted parking.

    b. N 35th Street between Evanston Avenue N and Phinney Avenue N – Convert about half of parking to two-hour parking. In the short-term, retain some unrestricted parking in the middle of this block for long-term employee parking for businesses that have no off-street parking. In the long-term, consider changing the remaining unrestricted parking to four-hour parking using pay stations. The rate per hour for the four-hour parking should be competitive with off-street parking lots.

    c. N 35th Street and N Canal Street between Phinney Avenue N and 1st Avenue NW – Convert existing unrestricted parking to two-hour parking.

    d. N 35th Street between Fremont and Aurora Avenues, north side – convert to two-hour time-restricted spaces.

    e. N 36th Street – convert existing unrestricted spaces to two-hour parking spaces.

    f. Evanston Avenue N– convert all unrestricted parking to two-hour parking.

2. **Reduce number of 30-minute parking spaces.** The 30-minute spaces in Fremont are underutilized. Convert most 30-minute spaces to match restrictions of adjacent spaces (e.g., convert to one-hour spaces on N 34th Street between Fremont and Evanston Avenues, and to

two-hour spaces elsewhere). Retain one or two 30-minute spaces in areas adjacent to high-turnover businesses.

3. **Consolidate commercial vehicle load zones to ends of blocks or at alleys.**

4. **Allocate up to 10 stalls for registered carpool parking on N 35th Street.** Some of the parking on N 35th Street between Evanston and Phinney Avenues could be considered for long-term parking for registered carpools. Businesses that rely on this on-street parking for employee needs could participate in the City's carpool permit program to gain long-term parking on this street. The number of parking stalls designated for this use would match the number of registered carpools. Parking spaces should be marked "Registered carpools only until 10:00 A.M." After that time, unused parking would be subject to the time restrictions of the street.

MCH/mch